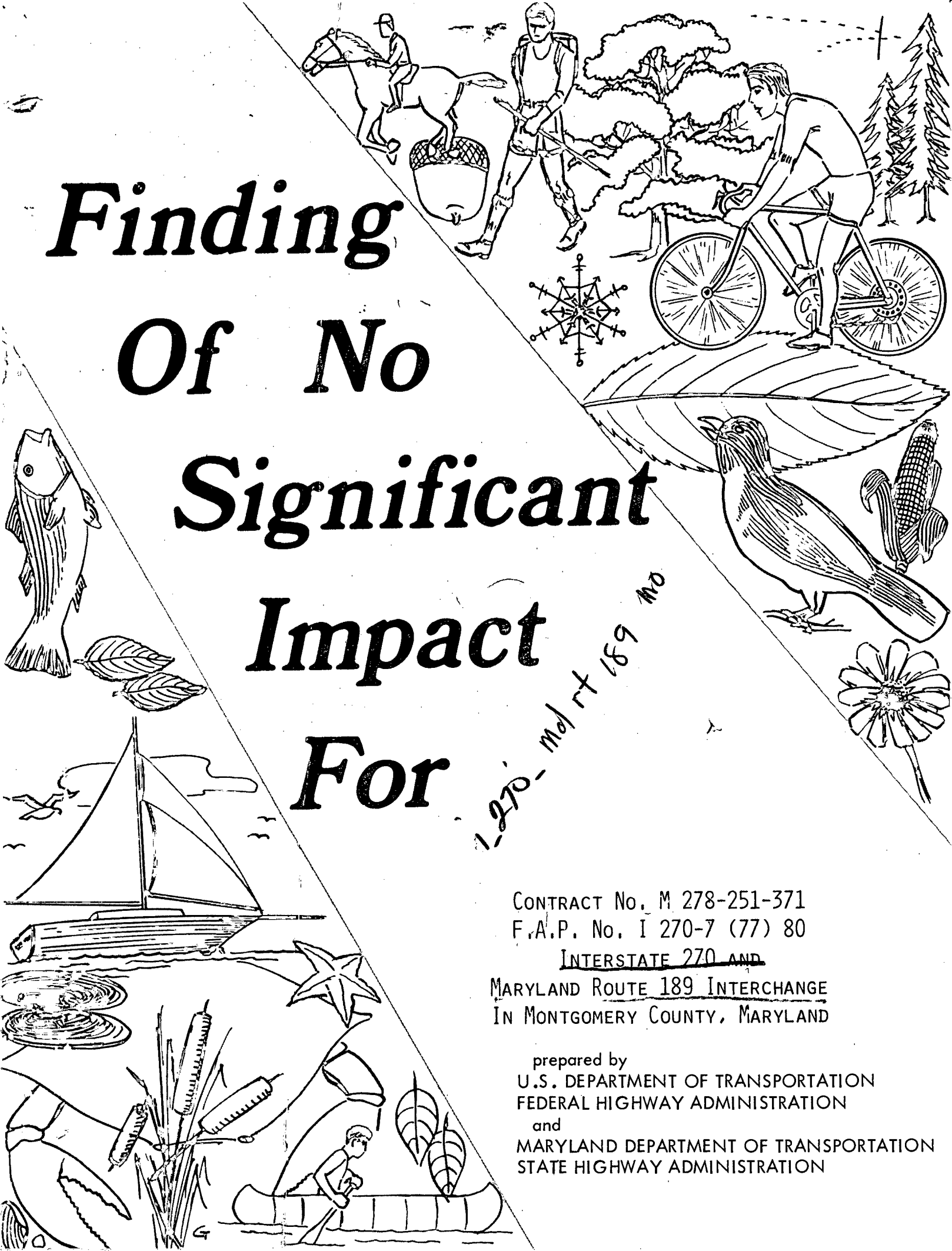


Finding Of No Significant Impact For



1-270 - Md Rt 189 No

CONTRACT No. M 278-251-371
F.A.P. No. I 270-7 (77) 80
INTERSTATE 270 AND
MARYLAND ROUTE 189 INTERCHANGE
IN MONTGOMERY COUNTY, MARYLAND

prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

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FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR
INTERSTATE 270 AND MARYLAND 189 INTERCHANGE
MONTGOMERY COUNTY, MARYLAND

The FHWA has determined that this project will not have any significant impact on the environment. This Finding of No Significant Impact (FONSI) is based on the environmental assessment (EA) and the attached information, which summarizes the assessment and documents the selection of Alternative 2A with Traffic Plan C. The minimal impacts, which will occur, are summarized in the attached Cost Effectiveness Analysis Table and further discussed in this document and the EA. The FHWA has full responsibility under NEPA for the scope and content of the EA, which has been independently evaluated by FHWA and determined to adequately discuss the issues and impacts of the proposed project. The EA contains sufficient evidence for determining that an EIS is not required.

The FHWA recognizes that this project is controversial with opinions strongly both for and against the project. This is evidenced by the public hearing transcript and the correspondence received on the project. In December, 1980 and March, 1982, FHWA received reports from the Citizens Opposed to the Falls Road Interchange. Those opposed requested a full EIS and/or a much expanded scope of study. The Citizens' report and numerous letters that were received were analyzed by FHWA and SHA and used in the evaluation of the project, prior to making a final decision.

4/8/82
Date

Emil Elnicki
Division Administrator

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Selected Alternte 2-A

Traffic Diagram

I.

RECORD OF DECISION



Maryland Department of Transportation

State Highway Administration


James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

October 20, 1981

MEMORANDUM

TO: Mr. William I. Slacum, Secretary
State Roads Commission

FROM: Hal Kassoff, Director
Office of Planning and
Preliminary Engineering 

SUBJECT: Contract No. M 278-251-371
F.A.P. No. I-270-7(77)80
I-270/Maryland 189 Interchange

The Bureau of Project Planning is preparing a Finding of No Significant Impact (FONSI) for the subject project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of December, 1981. The decision to proceed with the FONSI recommending Alternate 2-A for Location/Design Approval was made by Administrator Caltrider at a meeting on October 13, 1981. The Administrator also concurred in the selection of Traffic Movement Plan 'C' which involves modifications to the adjacent intersection of Falls Road/Maryland Avenue. The intersection modifications are essential to the overall operation of the interchange.

A summary of this meeting including the Project Management Team Recommendation of Alternate 2-A and the concurrence of Administrator Caltrider is attached.

This information is being sent to you as part of the procedure, by which you submit the action to Mr. Caltrider, receive his approval, formally record and file this action.

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Mr. William I. Slacum
October 20, 1981
Page 2

I concur with the above information.

10/21/81

Date

M. S. Caltrider

M. S. Caltrider
State Highway Administrator

HK:cms
Attachment

-cc: Mr. Frederick Gottemoeller
Mr. William K. Lee, III
Mr. Gordon E. Dailey
Mr. Eugene T. Camponeschi
Mr. Edward M. Loskot
Mr. Wm. F. Schneider, Jr.

II.

COST EFFECTIVE ANALYSIS

COST EFFECTIVE ANALYSIS OF ALTERNATIVES	NO BUILD	T S M IMPROVE- MENTS	ALTERNATE 2	SELECTED ALTERNATE 2a	ALTERNATE 3
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NATURAL ENVIRONMENT

Air Quality (Year 2005)

1. Sites in excess of National Ambient Air Quality Standards for Carbon Monoxide	0	N/A	0	0	0
2. Consistent with State Implementation Plan	No	N/A	Yes	Yes	Yes

Noise Impacts

1. Number of Noise Sensitive Areas	16	16	16	16	16
2. Number of areas where Federal Noise Levels are exceeded	3	N/A	4	4	4
3. Range of Noise Level Increases	(-5dBA) to (+10dBA)	N/A	(-3dBA) to (+10dBA)	(-3dBA) to (+10dBA)	(-2dBA) to (+10dBA)

Water Quality

Additional Storm water runoff area would be created in the immediate vicinity of the proposed interchange because of the increase in paved surface area.

	N/A	N/A	minimal	minimal	minimal
--	-----	-----	---------	---------	---------

Floodplain or wetland

	None	None	None	None	None
--	------	------	------	------	------

COST EFFECTIVE ANALYSIS OF ALTERNATIVES	NO BUILD	T S M IMPROVE- MENTS	ALTERNATE 2	SELECTED ALTERNATE 2a	ALTERNATE 3
---	----------	----------------------------	----------------	-----------------------------	----------------

NATURAL ENVIRONMENT (Con't.)

Wildlife

Due to development, little undisturbed wildlife or natural vegetation occurs in the Study area. No rare or endangered species of flora or fauna exist.

N/A	N/A	None	None	None
-----	-----	------	------	------

PROJECT COSTS

1. Construction (\$1000)*	0	N/A	7936	9792	8805
1. Right-of-way Acquisition (\$1000)	0	N/A	1021	1021	1864

HISTORIC & ARCHAEOLOGICAL

1. Two properties of local significance.	0	0	yes	yes	yes
2. Archaeological Sites					
No known sites would be affected.	0	0	0	0	0
3. National Register sites affected.	0	0	0	0	0

*Includes: Planning, Engineering, and Administrative overhead costs associated with items.

COST EFFECTIVE ANALYSIS OF ALTERNATIVES

NO BUILD

T S M
IMPROVE-
MENTS

ALTERNATE
2

SELECTED
ALTERNATE
2a

ALTERNATE
3

SOCIAL and ECONOMIC

1. Relocation	0	0	3 Res.	3 Res.	3 Res.
2. Minority Residences Relocated	0	0	0	0	0
3. Affect on Minority Neighborhoods	None	None	None	None	None
4. Affect on Neighborhood Integrity	None	None	Positive	Positive	Positive

Interchange will provide better access to neighborhood facilities.

ENERGY

1. Fuel Savings

By virtue of the shorter distance to Rockville's CBD made available by the implementation of an interchange, a savings in fuel consumption can be realized. Assuming a rate of 27 mpg is realized by 2005, approximately 909 gallons of fuel can be saved daily.

	N/A	N/A	809	809	809
2. Impact on Rapid Transit accessibility	N/A	N/A	Positive	Positive	Positive

III.

SUMMARY OF ACTION AND RECOMMENDATIONS



Maryland Department of Transportation

State Highway Administration

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James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

MEMORANDUM

TO: Mr. M. S. Caltrider
State Highway Administrator

FROM: Hal Kassoff, Director
Office of Planning and
Preliminary Engineering *AK*

SUBJECT: Contract No. M 278-101-371
F.A.P. No. I-270-7(77)80
I-270/Md. 189 (Falls Road) Interchange

RE: PROJECT HISTORY AND TEAM RECOMMENDATION

On March 9, 1981 the Project Planning Team presented you the I-270/Md. 189 study project for the purpose of recommending an alternate for your consideration. The attached attendance list indicates those present.

As a result of that meeting, it was determined that additional traffic and noise analyses, as well as verification of project costs, were necessary. Following is a summary of the March 9 presentation and the results of the additional analyses requested. Further, provided herein is our revised alternate recommendation. This additional analysis has caused the project planning team to revise it's recommendation for the reasons stated on pages 7 and 8 of this memorandum.

March 9, 1981 Presentation

1. The Project Manager summarized the study and presented an overview of all alternates studied. The attached alternates discussed included Alternate 1-partial Interchange, 2-Standard Diamond, 2-A Modified 'Urban' Diamond, 3-Half Diamond/Half Cloverleaf. Two intersection Traffic Movement Plans for Falls Road/Maryland Avenue were discussed. A discussion of the network analysis was also provided.
2. A discussion of noise impacts was provided. Revised traffic figures have resulted in noise levels exceeding Federal standards along Maryland Avenue in Rockville which were not previously experienced. In view of the traffic revisions, the Consultant stated that additional time would be required to re-analyze noise impacts. This was noted to be critical because noise is a very sensitive issue which concerns Rockville citizens.

The noise analysis assumed that heavy trucks would be allowed use of Maryland Avenue in the future and design year projections reflected that condition. However, the City of Rockville representative advised that heavy truck restrictions on Maryland Avenue will be continued in the future and it was decided that the re-analysis must assume that condition. This should decrease Maryland Avenue noise to acceptable levels. The FHWA indicated that a commitment to an alternate would not be made until the re-analysis was reviewed.

3. Other aspects of each build alternate were discussed, including levels of service, cost, impacts, citizen comments, etc. and the Administrator provided a conditional concurrence to the team selection of Alternate 3 Half Diamond/Half Cloverleaf in combination with Traffic Movement Plan 'C'.
4. The Administrator questioned the cost differential between Alternates 2 & 3 and suggested that cost estimates be verified.
5. A discussion of community groups in the study area indicated that opinions are divided. The most severe opposition originates from New Mark Commons Home Association, who are challenging the legality of the Environmental Assessment and demanding that an Environmental Impact Statement be prepared. Before the Administrator will provide approval, it was stated that the following supplemental data should be completed:
 1. Revised traffic and assumptions.
 2. Noise impacts, mitigation, and costs to mitigate.
 3. Verification of alternate costs.

The Administrator's selection of Alternate 3 and FHWA concurrence to preparation of a FONSI were contingent upon completion of the above tasks.

SUPPLEMENTAL DATA

PROJECTED TRAFFIC AND LEVELS OF SERVICE

Enclosed as supplemental information are the traffic forecasts for the study area, which includes Route 28 and Montrose Road, as well as associated State, County, and local roadways within the system. The figures include 1985 and 2005 build and no-build conditions.

Previous forecasts had included Maryland Route 189 as a 4 lane divided highway from McArthur Boulevard to Ritchie Parkway. This proposal has since been eliminated from the current study and traffic projections have been adjusted as presented on the attached diagrams. Another condition not assumed in previous traffic forecasts was the Montrose Road extension to Falls Road. This proposed extension is currently in Montgomery County's Construction Program and is included in the attached forecasts.

The attached design year levels of service have been reviewed for the proposed intersection with Falls Road/Maryland Avenue. The analysis indicates tht the interchange alternates for Falls Road and I-270 will operate as follows:

- Alt. 1 Partial Interchange - LOS A
- Alt. 2 Full Diamond - LOS E
- Alt. 2A 'Urban' Diamond - LOS B
- Alt. 3 Half Diamond/Half Clov. - LOS C

The levels of service indicated above take into consideration the operation of the interchange in conjunction with the nearby Falls Road/Maryland Avenue intersection and the proposed improvement to that intersection as shown on the attached Traffic Movement Plan 'C'.

The levels of service have been coordinated with Mr. Hicks' office and with Mr. Pedersen.

Enclosed is an ADT and DHV diagram.

NOISE ANALYSIS FOR SENSITIVE RECEPTORS AT
LOCATIONS ALONG MARYLAND AVENUE AND FALLS ROAD.

Due to the increase in traffic projected for Maryland Avenue induced by the proposed construction of the I-270/Md. 189 interchange and reconstruction of the 189/Maryland Avenue intersection, noise levels along Maryland Avenue will increase over current levels.

The project noise analysis was reevaluated assuming the continued prohibition of heavy trucks on Maryland Avenue and the diversion of these trucks to Falls Road for access to the Central Business District of Rockville.

To reevaluate these noise levels, sensitive receptor sites along Maryland Avenue and Falls Road were selected for modeling purposes.

Maryland Avenue is now operating as a two-way street with one lane in each direction. The existing street width is 36 feet and is posted for a 30 MPH speed limit. In the 'Build' Alternate, the street will operate as a three lane facility from Falls Road to Route 28 in Rockville.

For both 1985 and 2005, the maximum noise level for Maryland Avenue is 70 dBA with traffic speeds of 28 and 25 MPH, respectively. Because of existing street conditions and signing, it is felt that the operating speeds indicated above are appropriate.

Along Falls Road in Rockville a sensitive receptor was analyzed to determine impacts to homes in the area. The analysis assumed all heavy trucks would continue to use Falls Road in lieu of Maryland Avenue to enter the Central Business District. Traffic speeds in the area are restricted by signing to 30 MPH. The analysis indicates that noise levels for design year 2005 will not exceed the Federal design noise level standard of 70 dBA. The site monitored on Falls Road is a residence located farther back, about 30 feet from the roadway.

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A noise receptor site south of I-270 in the vicinity of Falls Road and Fallsmead Way was also re-analyzed. This location is subject to noise from Falls Road, the EB to SB ramp, and mainline I-270. New traffic speeds (35 MPH in year 2005) combined with lower traffic volumes on Falls Road south of the interchange reduce noise levels from those previously shown in the Draft Environmental Assessment. Maximum noise levels at the property line are projected to be 70 dBA under the build condition which does not exceed the Federal standard.

In summation:

- A. There will be no excess of Federal Noise levels on Maryland Avenue provided 1985 and 2005 year average traffic speeds do not exceed 28 and 25 MPH respectively. Noise levels will not exceed 70 dBA if heavy trucks are prohibited on Maryland Avenue.
- B. Federal noise levels along Falls Road north of I-270 will not be exceeded since average speeds will not exceed 30 MPH and heavy truck volumes are not projected to exceed 0.7% of average daily truck traffic for design year 2005.
- C. Federal noise levels along Falls Road south of I-270 will not be exceeded providing average speeds do not exceed 35 MPH. At the house located at Falls Road and Fallsmead Way, the noise levels in design year are 65 dBA, with 70 dBA at the property line. Because of existing conditions and the probability of signalization at Ritchie Parkway, it is not likely that operating speed will exceed 35 MPH.

ALTERNATE COSTS

At your direction, the project alternate costs have been re-analyzed. After comparing our latest findings with costs previously submitted, we find that the 30% differential between Alternates 2-A and 3 has now decreased to 1%. The March estimates were analyzed further to ascertain what factors caused the differential to decrease. Generally it was found that major cost differences occurred when Right-of-Way, Utilities, and structure costs were re-submitted.

Following are the total costs for each alternate. Costs include Project Planning, Preliminary Engineering, Right-of-Way, Construction, Contingencies, and Administrative Overhead.

A cost of \$125,000 to mitigate noise is also included in the total cost:

Alt. 1 Partial Interchange	\$ 7,261,880
Alt. 2 Standard Diamond	\$ 8,956,651
Alt. 2-A 'Urban' Diamond	\$10,813,065
Alt. 3 Half Diam./Half Clov.	\$10,668,812

Included is a chart depicting dollar amounts that substantiate the percentages previously quoted for Alternates 2-A and 3. Costs to mitigate noise are incorporated in the estimates.

REVISED RECOMMENDATION

On October 6, 1981 the Project Planning Team met again in order to formulate an alternate recommendation. Those in attendance were:

Mr. Eugene T. Camponeschi	District Engineer
Mr. Roy Gingrich	FHWA
Mr. Steve Rapley	FHWA
Mr. Nicholas Artimovich	FHWA
Mr. Matt McCormick	BPPD
Mr. John Logan	BBD
Mr. Keith Duerling	BBD
Mr. Daniel Scheib	BHS
Mr. Ollie Mumpower	Traffic Division
Mr. Foster Hoffman	BOPP
Mr. Louis Ege	BOPP
Mr. Mel Stickles	BOPP
Mr. Chuck Buellis	BOPP
Mr. Frank DeSantis	BOPP
Mr. Robert James	Century Engineers

Following are the key issues discussed and the decisions rendered:

The levels of service indicated for the various alternates indicate the service that would be provided only at the interchange. It has previously been verified that under a no-build condition, the existing Interstate, State, and local road network, will not function acceptably. The FHWA stated that this should be adequately addressed and, in particular,

clarification must be provided to address the effects to the Interstate and the system if only a partial Interchange were provided.

It must be pointed out that throughout this study, the FHWA has maintained considerable opposition to selection of a partial interchange on the basis of safety and lack of continuity of interstate traffic flow.

In view of recent findings, particularly concerning the minimal cost differential between Alternates 2-A and 3, it is felt that the previous selection of Alternate 3 is no longer warranted.

It was previously agreed that Alternate 2-A was the most desirable from an operational and environmental standpoint, but cost considerations precluded its selection. Reevaluation of the alternate cost estimates has decreased the cost differential between 2-A and 3 to approximately 1%. Therefore, a recommendation of Alternate 2-A seems to be in order and makes Alternate 2-A the most advantageous option when combined with the following comparisons of Alternate 2-A over Alternate 3:

1. Operates at a better level of service (B vs. C).
2. The weaving conflict on the interstate between the loop ramps in the SE and SW quadrants is eliminated.
3. The wrap-around ramp necessary of Alternate 3 to accommodate NB Falls Road to EB 270 in the SE quadrant is not required in Alternate 2-A.
4. No additional right-of-way is required thereby eliminating acquisition from the developable land and the Montgomery County Police Station in the SE quadrant.
5. The tight 'Urban' design is ideally suited to the developed area and should be the most environmentally acceptable to citizens.

6. The excess right-of-way in the SW quadrant could be landscaped to visually enhance the interchange for the nearby community.

Based on the above, it is the consensus of the Project Planning Team that Alternate 2-A be considered for your selection. Traffic Movement Plan 'C' should be retained as previously recommended.

The project team will present the study and their recommendation to you on October 13, 1981 at 9:30 a.m. in your conference room.

HK:cms
Attachments

cc: Mr. Thomas Cloonan
Mr. Eugene T. Camponeschi
Mr. Wm. F. Schneider, Jr.

March 9, 1981 Team Recommendation

I-270/Md. 189

ATTENDANCE LIST

M.S. Caltrider	State Highway Administrator
Hal Kassoff	Director, Office of Planning and Preliminary Engineering
Tom Cloonan	Office of Planning and Preliminary Engineering
Wm. F. Schneider, Jr.	Bureau of Project Planning
S. Lewis Helwig	" " " "
Frank DeSantis	" " " "
Ray Weber	" " " "
Richard Krolak	" " " "
Charles Buellis	" " " "
Melvin Stickles	" " " "
John A. Logan, Sr.	Bureau of Bridge Design
Keith A. Duerling	" " " "
Donald D. Malcolm	Bureau of Highway Design
Paul A. Milash	" " " "
Martin P. Coblentz	" " " "
Charles McCormick, Jr.	Bureau of Highway Planning and Program Development
Dan Scheib	Bureau of Highway Statistics
Ollie Mumpower	Traffic Division
Emil Elinsky	FHWA Administrator
Roy D. Gingrich	FHWA District Engineer
Stephen Rapley	FHWA
Kathy Laffey	FHWA
L.B. Rent	District #3
Vernon Kral	District #3
Doug Mills	Bureau of Relocation Assistance
Ed Ferber	MNCP&PC
James M. Davis	City of Rockville
Robert H. Goodin	City of Rockville
Ron Wilkie	Montgomery County
Bob James	Century Engineering

IV.

NEED AND JUSTIFICATION

A number of questions were raised during and following the Public Hearing for the proposed I-270/Maryland route 189 interchange regarding the justification for the proposed improvement. The answers to many of these questions were contained in the Systems Planning Report and the Environmental Assessment for the proposed interchange. However, due to the questions which have been raised, this section of the document is being included in order to clarify the need and justification for the proposed improvement.

NEED

The City of Rockville is planning and is projected to experience substantial growth in employment during the next twenty years. This growth is projected to result in a substantial increase in trips attracted to the City, particularly to its downtown area. The largest proportion of the increased vehicular trip attractions is projected to be drawn from the west and Interstate 270. Access from Interstate 270 to the Rockville Central Business District is presently provided from the Maryland Route 28 interchange, and to a lesser extent from the Montrose Road interchange, although traffic using the Montrose Road interchange to access downtown Rockville must travel a circuitous route to reach its destination. To access the Rockville Central Business District from I-270 via Maryland Route 28 travellers must use Maryland Route 28 through the historical district of Rockville. It is unrealistic to consider alternatives which would involve substantial widening of Maryland Route 28 through this area as a means of providing the additional needed capacity. It is also unrealistic that traffic from I-270 could be

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adequately served through the Montrose Road interchange. This interchange as well as a number of intersections which traffic would have to use to access the Rockville Central Business District, are forecast to have serious future traffic congestion problems. By building an interchange at Falls Road and I-270 traffic congestion problems at both the Route 28 and Montrose Road interchanges with Interstate 270, as well as at a number of locations along Maryland Route 28 and Montrose Road, would be lessened. Traffic congestion problems in downtown Rockville are also projected to be lessened between a no build and build alternative due to the fact that more direct access is afforded a number of trips accessing downtown Rockville, thereby reducing turning movements at several critical intersections in downtown Rockville. Furthermore, the Falls Road interchange facilitates accessibility by auto to the Rockville Metrorail station thereby encouraging travellers to use Metrorail.

CONSISTENCY WITH REGIONAL AND LOCAL PLANS

The need for an interchange at Falls Road and I-270 has long been recognized by regional and local planning officials. The I-270/Maryland Route 189 interchange is included in the adopted Metropolitan Washington Council of Governments (COG) Long Range Transportation Plan. This Plan was prepared in accordance with Federal requirements for certification of the transportation planning process for the National Capital Region.

Montgomery County has also recognized the need and desirability of the I-270/Maryland Route 189 interchange by proposing it as part of the Potomac-Travilah and Vicinity Master

Plan - December, 1967, and Montgomery Master Plan of Highways - 1974, both of which were prepared by the Maryland National Capital Park and Planning Commission. In addition, the interchange is included in the City of Rockville Master Plan.

TRAFFIC FORECASTS

Since the issuance of the Environmental Assessment in July, 1980, the Maryland State Highway Administration has prepared revised traffic forecasts for both the No-Build and Build Alternatives for the I-270/Maryland Route 189 interchange for the design year of 2005. It was felt that several changes in network assumptions, as well as land use assumptions, in the I-270 corridor warranted a new traffic forecast. The critical changes in assumptions are as follows:

-Falls Road southwest of its intersection with Ritchie Parkway is assumed to remain two lanes, thus constraining the amount of traffic able to enter Potomac via this route.

-Montrose Road is assumed to be extended west from Seven Locks Road to Falls Road as presently shown in the Montgomery County Six Year Capital Improvement Program.

-The Metropolitan Washington Council of Governments' Cooperative Round II land use forecasts were used, instead of the earlier Round I forecasts which served as the basis for the forecasts shown in the Environmental Assessment.

The revised traffic forecasts for a design year of 2005 are shown for the No-Build and Build Alternatives in Figures 1 and 2 respectively. These forecasts show substantially lower traffic on Falls Road to the west of I-270 as a result of Montrose Road being assumed to be extended to Falls Road and as a result of the

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lower capacity assumed on Falls Road southwest of Ritchie Parkway. Traffic volumes on Falls Road east of I-270 are forecasted at levels slightly less than those shown in the Environmental Assessment. Although the forecasted traffic volumes change somewhat from those shown in the Environmental Assessment, they have not changed so as to cause a change in conclusions which can be drawn from the projections. Traffic oriented to south from the Rockville Central Business District will be better served by an interchange at Falls Road than if these travellers must use either the Maryland Route 28 or Montrose Road interchanges with I-270. The Falls Road interchange would allow for a lessening of traffic congestion along Maryland Route 28, Montrose Road, Seven Locks Road, and at the interchanges of I-270 with Route 28 and Montrose Road. The proposed design for the intersection of Maryland Avenue and Falls Road can adequately handle the projected traffic volumes. Because there were no air quality violations forecast with higher projected traffic volumes, no violations are expected to occur with the revised forecasted traffic volumes. A new noise impact analysis was performed with the revised traffic volumes which showed forecasted noise levels are less than those previously forecast. Thus, the conclusion that can be reached from the revised traffic forecasts do not differ significantly from those drawn in the Environmental Assessment.

NOISE QUALITY

In response to public comments two Noise Sensitive Areas were analyzed along Maryland Avenue and one along Falls Road, north of Interstate 270 beyond the limits of the project. In each case suggested Federal Design Noise Levels will not be exceeded. See

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the following chart and map for the existing and projected noise levels and the locations of these Noise Sensitive Areas. Chart I presents a comparison of the Noise Sensitive Areas analyzed in the Environmental Assessment. The No-Build Alternate and the Selected Alternate (Alternate 2A) are shown. Chart II presents the Noise Sensitive Areas analyzed in response to public comments.

Subsequent to the Public Hearing in accordance with standard State Highway Administration procedure, the noise analysis for the Selected Alternate was re-evaluated. Due to a reduction in traffic, it was found that suggested Federal Design Noise Levels would not be exceeded at Noise Sensitive Area 13 as had been shown in the Environmental Assessment (from 73 dBA to 70 dBA). Noise Sensitive Area 13 is a residence in the vicinity of the intersection of Falls Meade Way and Falls Road. The re-evaluation also determined that projected noise levels at Noise Sensitive Areas 9, 11, and 12 are being generated from existing Interstate 270 and Falls Road and not from the Selected Alternate. These areas are located in the southwest quadrant of the selected interchange. Therefore, the noise barrier shown in the Environmental Assessment at this location will not be made a part of the project.

AIR QUALITY CONFORMITY STATEMENT

The subject project is located within the National Capital Interstate Air Quality Control Region. This project is in an air quality nonattainment area which has transportation control measures in the State Implementation Plan (SIP). This project conforms with the SIP since it originates from a conforming transportation improvement program.

CHART I Design Year-2005 (NSA's ANALYZED IN ENVIRONMENTAL ASSESSMENT) PROJECT NOISE LEVELS				
NSA	DESCRIPTION	AMBIENT L ₁₀	DESIGN L ₁₀	
		L ₁₀	NO-BUILD	SELECTED ALTERNATE 2-A
1	Institution	56	56	57
2	Institution	58	61	60
3	Middle School	66	62	66
4	Middle School	66	64	66
5	Institution	62	64	61
6	Detention Home	65	61	63
7	Church	54	62	64
8	Residential	64	65	73*
9	Residential	67	71*	72*
10	Residential	69	64	66
11	Residential	67	72*	73*
12	Residential	62	72*	72*
13	Residential	63	69	70

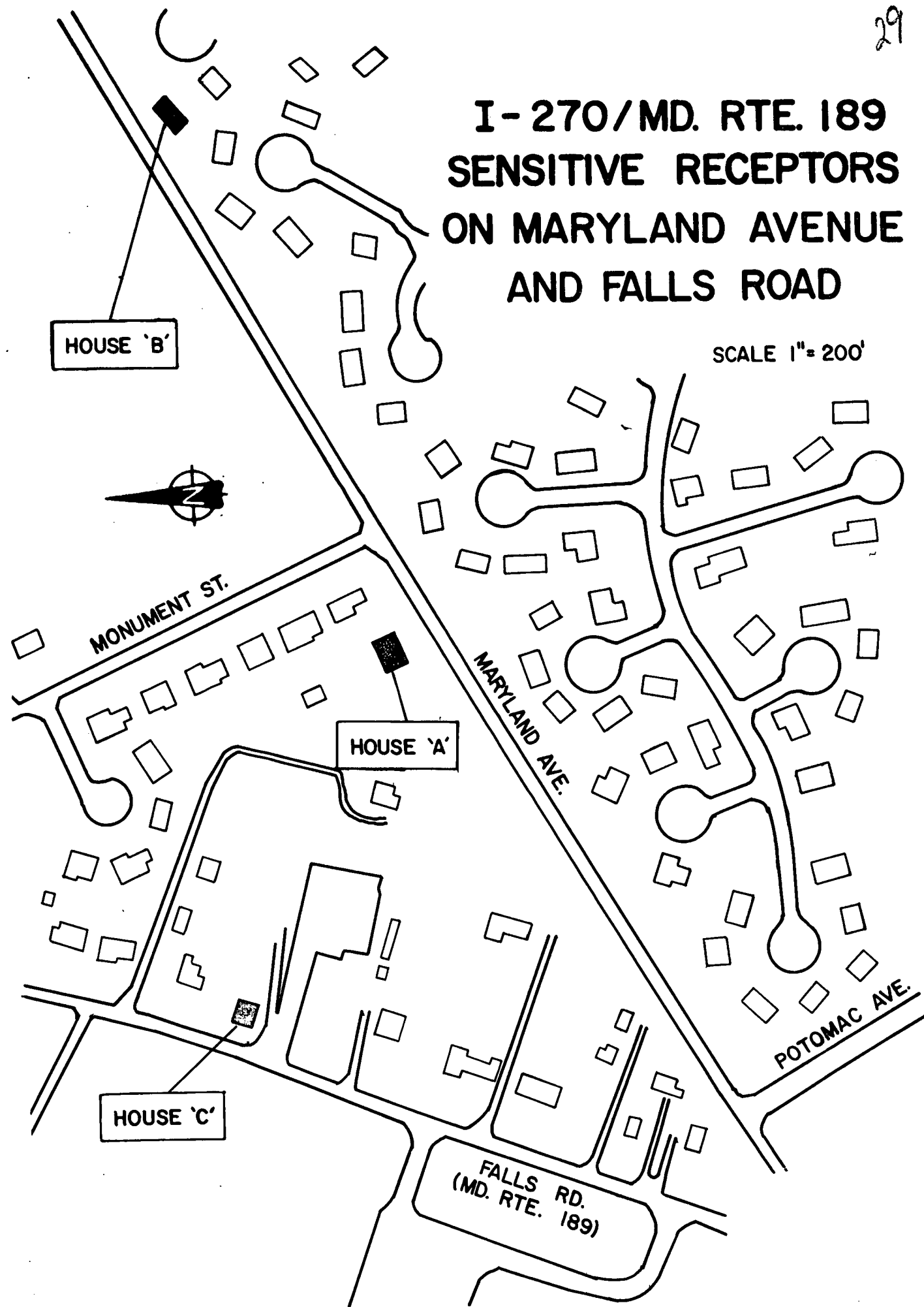
*Federal Noise Levels Exceeded

CHART II		Design Year-2005		
PROJECT NOISE LEVELS				
NSA	DESCRIPTION	AMBIENT L ₁₀	DESIGN L ₁₀	
		L ₁₀	NO-BUILD	SELECTED ALTERNATE 2-A
A	Residential	59	62	66
B	Residential	56	62	67
C	Residential	65	70	70

Federal Design Noise Level - 70

I-270/MD. RTE. 189 SENSITIVE RECEPTORS ON MARYLAND AVENUE AND FALLS ROAD

SCALE 1" = 200'



HOUSE 'B'



MONUMENT ST.

HOUSE 'A'

MARYLAND AVE.

HOUSE 'C'

FALLS RD.
(MD. RTE. 189)

POTOMAC AVE.

v.

PUBLIC HEARING COMMENTS

HEARING SUMMARY

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A Location/Design Public Hearing was held for the project on August 7, 1980, at 7:30 p.m. at the Julius West Middle School, Rockville, Maryland. The purpose of the hearing was to present information relative to the engineering and environmental analysis and to receive public comments on the project.

Several listed speakers reiterated points made by other speakers - both for and against the proposals. However, while an individual's preference for an alternative is shown, the specific testimony may not be summarized if thoroughly covered by other speakers.

1.01 The following individuals made statements in support of Alternate 2A:

Mr. Gerald Cichy - representing the Montgomery County
Executive and Montgomery County Government

Mr. Michael Patterson, Chairman - Rockville Historic District
Community

Mr. Leah Barnett - Property Owner - Potomac Woods

The following individuals made statements in support of
Alternate 2:

Mayor William Hanna - City of Rockville

Mr. Robert Winnick, Chief Transportation Planning - Maryland
National Capital Parks & Planning Commission

Mr. Carlos Caban, Chairman - Rockville Planning Commission

The following individuals made statements in favor of any of
the Build Alternates:

Jennie Forehand - State Delegate

Mr. Ralph Williams - Rockville Chamber of Commerce

Mr. Jerry Goldstein, President - Fallswood Civic Association

Ms. Lisa Taylor - City of Rockville Economic Development
Council

Mr. Joseph Cutro - City of Rockville Traffic Engineer

Mr. Francis Manderscheild, Chairman - Civic Improvement
Advisory Commission

Mr. H. D. Osborn, President - Purless Rockville

Mr. Bruce Rothrock, Citizen

Mr. John Freeland - City Council

1.02 Mr. Herb Pennock, Chairman, Rockville Traffic and Transportation Commission, representing the Commission, supports the full interchange and Intersection Plan "C" and suggests liberal landscaping to separate the interchange from adjacent neighborhoods; continued need for upgrading of the other Rockville interchanges; better management of Central Business District after construction of the interchange.

SHA response: Landscaping for these areas will be studied during the final design of the project and will be coordinated with adjacent property owners.

Due to the changes in traffic patterns which will occur as the result of the employment growth projected to occur in the Rockville CBD and the construction of the Falls Road interchange traffic engineering improvements will be warranted. However, in general it is projected that traffic operations in the Rockville CBD should improve between the No-Build and Build alternatives

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because trips will be able to more directly access their destinations in downtown Rockville and turning movements at several critical intersections in downtown Rockville will decrease thereby lessening traffic congestion.

Construction of the interchange would not eliminate further consideration of major improvements to any other I-270 interchange if warranted. The on-going I-270 corridor study may recommend various improvements to these interchanges.

1.03 Ms. Kathleen Morrison, President, Fallsmead Civic Association, favors the No-Build alternates and questions benefits of the build alternates.

She suggests that the build alternate will cause more neighborhood noise and air pollution and will not relieve congestion in the I-270 corridor; that the study area is too restrictive; that there should be an origin and destination study; that improved Seven Locks Road would be an adequate access to the Central Business District; and that connection of Falls Road to the Rockville Rapid Rail Station is not a valid justification for the build alternates.

SHA response: Both an air and noise analysis were prepared for the project and a summary of the results was provided in the Environmental Assessment. There will be no violations of National Ambient Air Quality Standards. The construction of Alternate 2A will result in Design Noise Levels being exceeded in the Northeast quadrant of the interchange. The feasibility of providing a noise barrier to mitigate the impact will be made a

part of final design. Affected property owners will be coordinated with during the design of any barriers proposed.

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The SHA has performed traffic studies for an extended area including Maryland Route 28 and Montrose Road as well as associated State, County, and local roadways within the system. The study concludes that the Maryland Route 189 interchange would reduce congestion within the area by minimizing traffic conflicts entering the Central Business District and the I-270 corridor allowing most major roads and intersections to operate at better level of service, than they would under the No-Build Alternate.

An improved Seven Locks Road as an alternate route to the Central Business District was studied. Providing this improvement without the Falls Road Interchange will result in a sub-standard level of service.

Origin-destinations surveys are not normally included in highway project planning studies in the State of Maryland. The traffic forecasting procedures which are used do not require sub-area origin-destination survey data. Furthermore, existing origin-destination data cannot reflect the patterns of newly attracted trips such as those which will access new employment sites in downtown Rockville. It should be noted that the traffic projection procedures used for the study are certified by the U.S. Department of Transportation, were originally developed from regional origin-destination survey data, and have recently been validated using origin-destination data collected by the Metropolitan Washington Council of Governments.

Access to the Rockville rapid rail station by way of Falls Road, Maryland Route 28, or any other route is considered important to encourage use of rapid transit. The Metro Station in Rockville serves a large area that extends to the west and southwest. In fact, over 40% of the transit

riders are forecast to arrive from west of the station. By lessening the congestion along Maryland Route 28 and at the I-270 Interchange with Maryland Route 28, the I-270/Maryland Route 189 interchange should facilitate access to the station. Improvement of access to the Rockville Metrorail Station is only one of several factors which enter into the justification for the interchange.

1.04 Dr. Suzanne Stimler, Vice President, New Mark Commons Association, representing the Association, favors the No-Build Alternate and submitted list of names favoring the No-Build Alternate.

She stated objections to the way the sentiments of the Alternate Public Meeting objections was evaluated and the time and location of the Public Hearing; raised questions regarding noise impacts on the Julius West Junior High School, Monument Park and the adjacent neighborhood; hazardous school crossings; adequacy of the Environmental Assessment regarding traffic volumes; level of service; accident experience, fuel saving benefits; Central Business District access benefits; and justification for the project.

SHA response: The environmental assessment is correct regarding the statement summation of those who spoke at the April 25, 1979 Alternates Public Meeting. The number of citizens who favor or oppose a project is provided only as information and is not the deciding factor in the decision making process. Many issues and considerations are weighed before a decision on highway improvement project is rendered.

During the early stage of the study, Federal, State, and Local agencies and the public are notified that the State Highway Administration has begun study activities and their comments are solicited. The purpose of the citizen involvement process is to assure maximum input is maintained. This is accomplished by use of news media, the mailing list and the timely distribution of significant documents at strategic public display sites.

While some residents of the area may have been vacationing during the week of the Public Hearing, there was a full range of representation at the hearing by both individual citizens and groups. Sufficient time was allotted for all factions to express their views.

The noise and air impacts on Julius West Middle School and its playing fields have been examined. The National Ambient Air Quality Standards for Carbon Monoxide will not be exceeded nor will Design Noise Levels be exceeded. These findings were documented in the Environmental Assessment.

A noise analysis was completed for noise sensitive areas along Maryland Avenue after the Public Hearing. Although the park was not specifically analyzed a residence adjacent to the park and a residence situated across Maryland Avenue from the park were analyzed. Design Noise Levels were not exceeded in either case. This analysis is discussed in greater detail under "Summary of Action and Recommendations" in this document.

The noise barrier recommended adjacent to New Mark Commons must have visual impact to be effective. However, selection of materials is varied and landscaping will be incorporated. Prior to the design of noise mitigation measures, the geometry

(location, height) and material to be used are coordinated to assure public input and to insure design consistency with the adjacent neighborhood.

Under the selected Build Alternate 2A a three phase traffic signal on the structure will permit unhindered pedestrian crossing during one phase. Under the selected traffic Plan "C" a signal will be located at Potomac Valley Road and Maryland Avenue giving unhindered pedestrian crossing during the appropriate phase. School children will not have to cross these streets without the aid of traffic signals.

During non-peak traffic periods, accident rates at the Interchanges of I-270 and Maryland Route 28 and Montrose Road are consistent with statewide averages. However, during peak traffic periods, these interchanges experience abnormal high frequencies of collisions. This results from the high local traffic demand on the northbound to eastbound and westbound movements.

The statement on the Environmental Assessment regarding fuel savings as a result of the proposed interchange is correct. Since Montrose Avenue interchange without the Maryland Route 189 interchange will operate at Level of Service E, the probability exists of even greater fuel savings.

Traffic operations in downtown Rockville are projected to be better in the build than the no-build alternate because more

direct access would be provided for a number of trips attracted to downtown Rockville. This more direct access would allow for lower turning movements at several critical intersections in downtown Rockville, thereby improving traffic operations.

Gude Drive will relieve congested city streets of traffic traveling between the Maryland Route 28 and Maryland Route 355 corridors in the northern portions of the city, while Ritchie Parkway will provide the same function to the south of Rockville. Together they form a team that compliment each other, but each can independently provide the service for which they are intended i.e., relieve city streets of through traffic. Without a direct link-up west of Rockville (and none is shown on the Master Plan) these two facilities will operate as separate corridors with a similar function.

Forecasts based upon land use and social economic factors indicate that the Interstate 270 corridor is continuing to be one of the most rapidly developing areas within the Washington Metropolitan Area. Traffic volumes in the corridor have been growing very rapidly during the last five years. It is precisely because traffic congestion on the existing network will be at substandard levels that the proposed interchange was investigated as a potential means to alleviate this congestion. Level of service analyses indicate that the Build Alternate would provide relief to both the Montrose Road and Maryland Route 28 interchanges, both of which would operate at substandard levels of service during peak periods under the No-Build alternative.

1.05 Mr. John Tarpey, Montgomery County Civic Federation supports the No-Build Alternative and questions the way the previous public meeting was evaluated; suggests need for origin and destination survey; relocation of County Police Station and Julius West Middle School; questions safety of school children; impact of increased gasoline prices on traffic volumes; and accident experience statements in environmental assessment; says document is biased and not based on facts; that the interchange will also provide access out of Rockville; that the project does not encourage use of mass transit.

SHA response: refer to the discussion on Public Hearing evaluation under response for 1.04. Refer to the discussion on Origin and Destination Surveys under response for 1.03.

Relocation of the County Police Department or Julius West Middle School are not required as a result of the cul-de-sac of Seven Locks Road. Police do not anticipate any significant reduction in response time as a result of the cul-de-sac of Seven Locks Road.

Refer to the discussion regarding school children and traffic signalization under response 1.04.

Despite large increases in gasoline prices during the 1970's, urban area vehicular travel has continued to increase steadily. This has particularly been the case during peak commuting periods which are the time periods for which highway facilities must be designed.

The interchange at Montrose Road and I-270 is currently operating at substandard traffic conditions. Under the No-Build Alternate in 2005 Montrose Road/I-270 will operate at or

near breakdown conditions as will Seven Locks Road/Maryland Route 189 intersection and Maryland Route 189 itself. Travel via the Montrose Road Interchange and Seven Locks road does not only involve a more circuitious route, but due to the breakdown condition mentioned this route becomes very time consuming to the peak period traveler.

Refer to the discussion regarding safety and accident rates at Route 28 and Montrose interchanges under response 1.04.

The document was prepared in accordance with the latest accepted State-of-the-Art methods. The results of the analysis were presented in a manner so that objective comparisons could be made between alternates. The analyses were based upon the best available existing factual information plus objective projections of expected future conditions.

It is very true that the interchange will provide access both in and out of Rockville. It is Federal Highway Administration policy that whenever possible all movements be provided when constructing a new interchange. However, the main purpose of the project is to provide improved access to Rockville and the Central Business District. The Master Plan for Rockville calls for the growth and revitalization of the Central Business District. Increased accessibility to Rockville will make the Central Business District more attractive rather than a less attractive location to work.

It should be noted that all traffic forecast assumptions used in the Environmental Assessment for the build and no-build altrnates include the usage of the WMATA Metrorail service with a station in Rockville as well as a revised metrobus system to

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serve the Metrorail patrons and an increase in the use of carpools for home to work commuters.

By lessening the congestion on Maryland Route 28 and the I-270/Maryland Route 28 Interchange, the I-270/Falls Road Interchange should facilitate access to the Metro Station. If the Falls Road interchange is constructed it will provide an alternative routing to Rockville's Central Business District, lessening the congested conditions now being experienced at the Maryland Route 28 Interchange.

1.06 Mr. Joseph Orens, citizen, supports the No-Build Alternate and suggests that Montrose road/I-270 interchange is not congested and that the interchange and improved Seven Locks Road is adequate to handle anticipated traffic in lieu of Maryland Route 189/I-270 Interchange.

SHA response: The interchange at Montrose Road and I-270 is currently operating at sub-standard traffic conditions. Under the No-Build Alternative in 2005, Montrose Road/I-270 will operate at or near breakdown conditions as will Seven Locks Road/ Maryland Route 189 intersection and Maryland Route 189 itself. Travel via the Montrose Road interchange and Seven Locks Road not only involves a more circuitous route, but due to the breakdown condition mentioned this route becomes very time consuming to the peak period traveler.

1.07 Mr. Robert Parker, citizen, declined to support either "Build" or "No-Build" Alternate but suggests that the interchange will not solve the traffic problems. He is concerned the study does not show how the interchange will solve the problem; with traffic on Maryland Avenue at Argyle Avenue; synchronization of traffic signals; alternate non-road building solutions to the Rockville transportation problems; lack of firm data available only from origin and destination survey.

SHA response: The Falls Road interchange will provide relief to serious congestion problems forecast along Maryland Route 28, Seven Locks Road , and Montrose Road as well as in the interchanges of Maryland Route 28 and Montrose Road with I-270. As discussed in response 1.04, the interchange compliments a number of other planned roadway improvements. It is one of a number of critical elements of a package of roadway and transit improvements which are designed to allow the City of Rockville to better provide access to its growing Central Business District. A number of transportation system management alternatives are presently being investigated for the City of Rockville, including traffic signalization improvements and other traffic operational improvements, as part of the update of the City of Rockville Master Plan. These improvements however serve to compliment and cannot be considered to be an alternative to the needed Falls Road Interchange.

The need for an origin and destination survey is discussed in response 1.03.

1.08 Ms. Ruth Loevinger, representing Julius West Middle School PTA, has concerns regarding school children's safety, particularly the need for sidewalks and traffic lights; and suggested a 10 foot wide bikeway separated with concrete barrier from roadway or have bikes on sidewalk.

SHA Response: Refer to the discussion regarding school children and traffic signalization under response 1.04 on page .

A concrete barrier separating the bikeway and sidewalk from the roadway is not cost effective for this project. A suitable concrete barrier would restrict driver visibility along the roadway and at intersections. Barriers are intended for use in highway medians for the safe separation of opposing vehicular traffic. Raised sidewalks proposed for this project will provide adequate safety for pedestrians. Normal supervision by school crossing guards will minimize any occurrences whereby school children will be endangered by vehicular traffic. It is not SHA policy to mix pedestrians and bicycle traffic. Those cyclists who would attempt to use the sidewalk would have an increased probability to falling into the roadway due to loss of control when attempting to mix with pedestrians.

1.09 Mr. Steve Fisher, President - Elect of the Rockville Civic Federation, representing the Federation, supported the Build Alternate 2A.

SHA response: Alternate 2A has been selected.

1.10 Dr. Paul Holland, citizen, supports the No-Build alternate and is concerned with the impact of increased traffic volume on Falls Road and Maryland Avenue.

SHA response: The 40,900 ADT for Design Year 2005 on Falls Road refers only to that four lane portion between the interchange and the Potomac Valley Road intersection. Maryland Avenue and Falls Road, east and north of the intersection, would carry 60% and 40% of that Average Daily Traffic (ADT). Respectively, this traffic volume can be adequately carried by both Falls Road and Maryland Avenue.

1.11 Mr. Arthur M. Katz, citizen, supported the No-Build Alternate. He has the following concerns, enumerated for clarity:

1. The Environmental Assessment is prepared under the wrong DOT order and does not accurately portray impacts.
2. The Environmental Assessment does not adequately explore alternatives.
3. Meaningful citizen participation has not been allowed.
4. The Environmental Assessment looks at no meaningful transit related project in the No-Build option.
5. The Environmental Assessment segments the project in a way that does not permit an accurate understanding of impacts and other projects.
6. Project justification is unsubstantiated.
7. The State Highway Administration prepared an

Environmental Assessment to avoid requirements of an Environmental Impact Statement.

- 8. There is no noise or air quality assessment along Maryland Avenue.
- 9. There is no assessment of the safety, noise, and air quality impacts in the Central Business District.
- 10. The No-Build alternative is not designed with any sense of urban design, urban analysis, and urban development, because there are no increased transit levels defined.
- 11. The Environmental Assessment does not address air and noise pollution that will occur during construction.

SHA response:

1. The Environmental Assessment was prepared in accordance with Federal Highway Administration regulations which are in accordance with DOT Order 5610.1c. A typographical error in the distribution letter resulted in DOT Order 5610.16 being shown. The Maryland State Highway Administration Action Plan was followed. All analysis were completed in accordance with the latest state-of-the-art and accepted methodology, and covered both the natural and human environment. The results of the analysis were compared with established Federal and State standards. The results of all of the analyses were summarized and presented objectively in the Environmental Assessment. The procedures followed, the Environmental Assessment, and the reviewing process allowed for the most accurate and objective presentation of the potential impacts possible and is an adequate decision making document.

2. The Environmental Assessment examines and compares

alternatives to the construction of the interchange at Maryland Route 189 and I-270 including the No-Build, as well as alternates in the type of interchange proposed. It should be understood that the Federal Highway Administration definition of the No-Build alternate is that no improvements are made to the existing system except normal maintenance. Many other alternatives to the interchange were evaluated in conjunction with this study and with other road improvement and non-road improvement solutions within an overall transit plan for the City of Rockville.

The Environmental Assessment does not attempt to elaborate the particular details and impacts for all of these alternatives since they failed to meet the objectives of this study. Those alternatives that meet the study objective have been examined in depth and are documented in the Environmental Assessment.

3. During the initial stage of any State Highway project, Federal, State, and local agencies and the public are notified that study activities have begun for a specific highway improvement. At that time, their comments and participation are solicited.

It is SHA's policy to distribute project related documents to those individuals and organizations who in the course of the study request this material. The New Mark Commons Association was the recipient of an Environmental Document for this reason. Documents are routinely displayed for review at locations convenient to the public, such as libraries, post offices, etc. The availability of the Environmental Assessment was advertised in the area newspapers.

A number of meetings have been held for the project and were advertised in area papers and radio stations. A Public Notice appeared on July 20, 1978 advertising the start of the project and its purpose. This notice appeared in the following papers; Montgomery Sentinel, Washington Star News, and the Gaithersburg Gazette. An Alternates Public Meeting was held on April 25, 1979 at the Julius West Middle school. The meeting was advertised in the following newspapers: Montgomery Sentinel, Montgomery Journal, and the Washington Star and on the following radio stations: WHFS, WMAL, WTOP, WWDC, WOOK, and WHUR-FM. The Location Design Public Hearing was held on July 7, 1980, at the Julius West Middle School. It was advertized in the same newspapers as the Alternates Meeting and on the following radio stations: WHFS, WMAL, WMOD, WTOP, and WWDC.

4. In preparing traffic forecasts for both the No-Build and Build alternatives for an improvement project, a number of planned transportation improvements were assumed to be in place in the vicinity of the proposed interchange. The assumption for this project included the extension of the Metrorail Red Line through Rockville to its terminus at Shady Grove Road. Another assumption is a major reorientation of bus service in the corridor to serve as a feeder to Metrorail stations and provide significantly improved levels of transit service. Further assumptions are the construction of Ritchie Parkway Extended, the widening of Seven Locks Road to four lanes between Montrose Road and Ritchie Parkway, the widening of Interstate 270 to eight lanes, and the upgrading of both Maryland Route 28 and Maryland Avenue to three lanes by year 2005. These network assumptions

are consistent with proposed improvements contained in Montgomery County and the City of Rockville Master Plans and were agreed upon after consultation with County and City Planners.

Substantial transit improvements have been assumed in the background transportation network. However, the Falls road interchange is needed over and above these improvements because it serves a different travel market for which there is no economically feasible transit alternative.

5. Integration of this project with other transportation projects has been discussed in the response 1.04, page 8.

6. Project justification and need are discussed in both the Systems Planning Report and the Environmental Assessment. A summary of the justification for the project is provided in this document. The I-270 corridor has been and is expected to continue to be one of the most rapidly developing areas within the Washington metropolitan area. Traffic volumes in the corridor have been growing very rapidly during the last five years. It is precisely because traffic congestion on the existing network will be at breakdown conditions that the proposed interchange is being investigated as a potential means to alleviate this congestion. Level of service analyses indicate that the Build Alternate would provide relief to both the Montrose Road and Maryland Route 28 interchanges, both of which would operate at substandard breakdown levels of service during peak periods under the No-build alternative.

7. In comparison to an Environmental Impact Statement, an Environmental Assessment is frequently less voluminous since the

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scope and significance of the potential effects to be evaluated are expectedly less dramatic and complex. However, the study and assessment processes are very similar in that the same areas of concern must be investigated and evaluated.

8. Two additional noise receptors along Maryland Avenue east of the proposed interchange have been modeled. One is located near the corner west of Argyle Avenue. Because of present traffic regulations, no heavy trucks are permitted on Maryland Avenue. The City of Rockville supports this prohibition. The model assumes that this would not be changed in the Build Alternate. For the most critical receptor the predicted levels under Build conditions reach 70dBA for both 1985 and 2005. These levels under the No-Build are 65dBA for 1985 and 2005. Ambient levels were recorded as 59dBA.

Noise Analysis was performed for Interstate 270 from west of proposed Ritchie Parkway to east of Maryland Route 28 and for Maryland Route 189 from the intersection of Maryland Avenue to Falls Meade Way. Subsequent analysis was extended on Maryland Avenue to Argyle Avenue. These are discussed in the summary and recommendation section of this document.

An air analysis to determine existing and projected concentrations of carbon monoxide was completed for thirteen different sites in the project area. Many of these sites experience or will experience higher traffic volumes than Maryland Avenue and are located a similar distance from the roadway generating the traffic. There were no violations of National Ambient Air Quality Standards at any of these sites analyzed. In our professional judgement we did not believe it would be cost effective

to run additional air models along Maryland Avenue.. We feel certain that these air quality standards will not be exceeded along Maryland Avenue.

9. Discussion has been included in the Environmental Assessment regarding the improved traffic flow within the Central Business District and the resulting safer driving conditions for equivalent traffic levels.

Noise and air impacts have not been evaluated for the Central Business District because of the remote distance from the project area, however, additional noise studies along both Maryland Avenue and Falls Road reaching much beyond the project limits have determined that these impacts are within established standards.

10. The Federal Highway Administration definition of the No-Build Alternate is that no improvements will be made to the existing facility other than normal maintenance.

As required by Federal regulation the background network for the No-Build alternative has included all planned highway and transit improvements other than the specific project being analyzed. The background network for the No-Build network included the extension of the Metrorail Red Line to Shady Grove road and a substantial restructuring of bus service so as to feed to new Metrorail line. Therefore, it can be concluded that increased transit levels were defined in the No-build Alternate consistent with those presently planned by Montgomery County and the City of Rockville.

11. The State Highway Administration has addressed the potential air and noise impact of construction activities by

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establishing Specifications for Materials, Highways, Bridges, and Incidental Structures which specifies procedures to be followed by contractors involved in State work.

The Maryland Bureau of Air Quality Control was consulted to determine the adequacy of the specifications in terms of satisfying the requirement of the Regulations Governing the Control of Air Pollution in the State of Maryland. The Maryland Bureau of Air Quality Control found that the specifications are consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures will be taken to minimize the impact on the air and noise quality of the area.

Construction activities generally will not take place in the early morning hours or evening hours to limit the amount of construction noise when most people will be at home. Some construction noise is unavoidable, however, it will only be of a short term nature.

1.12 Mr. Gene Callaghan, President, Mid-County Citizens Association supports the No-Build alternate and questions the need for the interchange. He suggests that completing the Montrose Road and Route 28 Interchange would improve safety less expensively. He asked why the SHA has neglected to improve the safety of Falls Road. He asked if traffic flow analysis of I-270 between Falls Road, Ritchie Parkway, and Montrose Road justifies the Falls Road Interchange location and suggested a Ritchie Parkway Interchange or Rockville Circumferential route for better access to Rockville.

Mr. Callaghan asks whether West Montgomery Avenue residents are trying to dump Rockville traffic into the Potomac area. He asks if Rockville Mall owners are encouraging the interchange. He suggests that the County and the SHA are attempting to destroy the two lane concept for Falls Road as contained in the ten year Master Plan. He questioned the timing of the Public Hearing during the summer vacation period.

SHA response: Traffic forecasts for both the No-Build and Build Alternates indicate a need for alternate access at Falls Road. A No-Build condition would result in operational deficiencies in critical segments of the system. When preparing traffic forecasts for both the No-Build and Build condition, certain improvements were assumed. Among those improvements assumed were the upgrading of the Montrose Road and Maryland Route 28 interchanges, Ritchie Parkway extended over Interstate 270, and other County and City Master Plan proposals.

In 1979, the SHA virtually completed final design of an improved Falls Road through the Potomac area. Substantial citizen opposition and fiscal constraints precluded its implementation. The widening of Falls Road to Ritchie Parkway is intended only as is necessary for operational integrity of the interchange and what has been determined to be a logical terminus to an improved Ritchie Parkway. The SHA has no plans to extend the widening of Falls Road beyond Ritchie Parkway and it is unlikely that Falls Road will be reinserted into the Consolidated

Transportation Program in the foreseeable future.

The justification for the location of the interchange is included in the discussion on page IV-1 of this document and was also presented in the Environmental Assessment on Page 5.

The extension of Ritchie Parkway is planned as a means to allow for traffic which is not destined to the Rockville Central Business District to bypass downtown Rockville. An interchange at Interstate 270 and Ritchie Parkway would not allow for direct access to the Rockville Central Business District. Futhermore, the interchange would be located too close to the Montrose Road interchange to allow for safe operations on Interstate 270, would be cost prohibitive due to right of way requirements and could potentially result in adverse environmental impacts. The Ritchie Parkway project which does not include an interchange with I-270, is proposed to be constructed by the County.

While some citizens were on vacation during the Public Hearing, there was adequate representation of views and sufficient time was allowed for all factions to be heard.

1.13 Ms. Sima Osdoby, citizen, supports the No-Build Alternative and would like to see a real No-Build Alternate developed. She is concerned with general preparation of the Environmental Assessment as it relates to current transportation planning and potential Transportation System Management (TSM); and the social impact of a cul-de-sac on Seven Locks Road.

SHA response: The Environmental Assessment was prepared in accordance with Federal Highway Administration procedures which are in accordance with DOT Order 5610.1c and has referenced extensive supporting documentation. The Federal Highway Administration definition of the No-Build is that no improvements will be made to the existing facility other than normal maintenance.

When the Shady Grove line of Metro is opened, it will facilitate the transfer from the automobile commuter trip to a higher occupancy, more energy efficient mode of travel. Improving the access to the station will make it work even more efficiently. With the implementation of the Falls Road interchange, a direct alternative routing to Rockville's Central Business District and the Metro Station will be available. The Falls Road interchange will facilitate access to the Metro Station by lessening congestion along Maryland Route 28 a major feeder route to Metro.

Consideration of TSM alternatives such as staggered business hours, car pooling, express bus service, parking lots, and variable intermodal support features have been studied and determined not to be a viable alternative to the proposed interchange.

Neighborhoods will not be adversely effected by the restriction to Seven Locks Road. Users would be required to go approximately one half mile farther. The Montgomery County Police do not consider the cul-de-sac to be a significant impact on their emergency response time.

1.14 Mr. Robert Dutreil, citizen, supports the No-Build Alternative and is concerned about the taking of homes, the noise barrier proposed and the bike lanes shown on Falls Road.

SHA response: Every highway administration project is designed to minimize environmental impacts and the number of homes impacted as much as possible and still provide a highway that meets designed engineering and safety standards. Unfortunately, it is not always possible to achieve the engineering and safety standards and not impact a home. However, when a home is acquired the SHA has a Relocation Assistance Program which provides services and payments to persons relocated by a highway project. Every effort is made to relocate the owners in a manner acceptable to all parties concerned.

Noise barriers and berms do have visual impact to be effective. However, selection of materials is varied and landscaping is almost always required. Prior to the design of noise mitigation measures, the geometry (location, height) and materials to be used are coordinated with the adjacent property owners. If the property owners decided they do not want the barriers, consideration will be given to not building them.

The outside lanes on Falls Road will be 15 feet and could be used as a combined travel lane and bikeway. However, it will not be striped for bike use.

1.15 Mr. Mark Weiss, citizen, supports the No-Build Alternate and is concerned with the impact on the neighborhoods.

SHA response: Refer to the discussion regarding the impacts on the human and natural environment under response 1.03, page 3, 1.04, page 6.

1.16 Ms. Jean Anastasia, citizen, supports the No-Build Alternate and urged other citizens to continue their opposition.

SHA response: The State Highway Administration has addressed the no-build alternate in the Environmental Assessment.

1.17 Mr. John Yarborough, citizen, is concerned with noise impacts in the area along Maryland Avenue and Potomac Valley Road.

SHA response: Additional noise monitoring and analysis for this area has determined that while the levels will be higher than currently existing, they will not be in excess of the Federal Design Levels for residential areas.

1.18 The following individuals made statements in support of the NO-Build Alternate.

- | | |
|----------------------|---------------------|
| Mr. Lawrence Moses | Ms. Connie Casaris |
| Mr. William Sullivan | Mr. Ronald Swiggert |
| Mrs. Dutriell | Ms. Joan Gray |
| Mrs. Fox | Mr. Earle Ingleman |
| Mrs. Jean Bissy | Mr. Tony Anastasia |
| Mr. Lawrence Lang | Mr. Razi Vitzchak |
| Mrs. Jean Anastasia | |

SHA response: Refer to the "Summary and Recommendation" section of this document for the reasons Alternate 2A was selected.

1.19 Mr. Ken Yednock, citizen, questioned where traffic would go on Falls Road and when would Falls Road be dualized. He suggests that Falls Road be dualized on the west side instead of the east. He is concerned that a cloverleaf design will have impacts to nearby residences.

SHA response: Refer to page IV-3 under Traffic Forecasts for response to traffic question. Dualization of Falls Road is proposed only in the study area as is necessary for proper operation of the interchange. The SHA has no plans to dualize Falls Road beyond the study limits. Existing development along the west side of Falls Road would result in significantly more right of way requirements, effects to residences, and additional costs, if Falls Road was dualized on that side. The selected Alternate 2A design contains no loops. Its tight configuration and lack of loops minimizes impacts to adjacent residences.

1.20 Mr. Marshall Narva, citizen, supports the No-Build Alternate and is concerned about the cul-de-sac of Seven Locks Road.

SHA response: Refer to the discussion on the cul-de-sac of Seven Locks road under response 1.13, page 25.

After the meeting 32 mailer forms and letters were returned to the SHA. Of those that expressed a preference, 14 people favored the No-Build, 2 favored Alternate 2, 5 favored Alternate 2A, and 0 favored Alternate 3. Additionally 6 favored any Build Alternate.

A petition with 248 names was submitted by the New Mark Commons Home Association, Inc. favoring the No-Build.

Correspondence was also received from the National Capital Planning Commission, the Maryland National Capital Park and Planning Commission, and the Rockville Historical District Commission.

National Capital Planning Commission has no negative comments on the Build Alternates.

Maryland National Capital Park and Planning Commission supports any of the Build Alternates.

Rockville Historical District Commission supports the Build Alternate 2.

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VI.

CORRESPONDENCE



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

October 15, 1979

RE: Contract No. M 278-251-371
F.A.P. No. I-270-7 (77) 80
I-270/MD. 189
Interchange

Mr. Norman Linton, President
New Mark Commons
Home Association, Inc.
P.O. Box 206
Rockville, Maryland 20850

Dear Mr. Linton:

Thank you for your letter of August 23, 1979 and for providing us with the results of your ballot indicating opposition to the interchange by your Association.

You are aware that our consideration of this project is based in large measure on the requests of local officials who continue to support the project. We believe that the proposal to construct an interchange will not worsen conditions in Rockville, but will provide a more balanced circulation system. However, keep in mind that in addition to build alternates, we are studying a no-build alternate.

System level planning has been performed by the Council of Governments in cooperation with the Maryland National Park and Planning Commission and the City of Rockville. The Metro extension to Rockville and Gaithersburg was considered at the system level, as well as distribution of traffic resulting from Metro service. The introduction of local bus service into Rockville has also been assumed.

Staggered working hours for County and City employees and improvements to local streets will be evaluated when such plans are submitted. Since much of the traffic that would use the proposed interchange is going toward employment elsewhere in Rockville, the net effect would probably not be significant.

To say that cars will be exiting a 6-lane highway into a 2-lane highway does not portray an accurate picture. Not all of I-270 traffic will be exiting onto the proposed interchange. More correctly, we have above 6% of the traffic from I-270 exiting onto a proposed 4-lane divided facility. We are considering utilizing Maryland Avenue with a reversible middle

lane during peak hours. This will allow the use of three inbound lanes to Rockville. Our traffic engineers are now studying this plan. Our preliminary observations indicate that it may operate at an acceptable level of service. We intend to coordinate our traffic studies with the City of Rockville to assure that they have the capabilities to accommodate increased traffic volumes on local streets.

Because of the undue inconvenience to residents, Traffic Movement Plan B using a one-way system, has been dropped from further study.

A noise and air analysis will be conducted in the near future and findings will be discussed in the Project Environmental Document.

The welfare and safety of Julius West Middle School students is being given serious consideration. We are studying various methods to allow children to safely cross. The only viable solution may be with the use of crossing guards and signalization. We must point out that children will not be required to cross a 4-lane highway. We are investigating a road connection which will connect the school exit with Potomac Valley Road. This will permit students the safe passage via a sidewalk between Maryland Avenue and Route 189.

The proposed facility will provide three interchanges within slightly less than one mile of each other. This is just under the recommended guideline spacing of at least one mile between interchanges. Our preliminary studies indicate that there will be sufficient spacing between interchanges to afford safe and efficient operation.

It is true that recent gasoline shortages have caused a recent reduction in travel mileage. However, while the cost of automobile travel may increase more rapidly than the general inflation rate, automobiles are expected to remain the primary source of travel for the majority of study area residents. The study area's relative affluence is expected to continue, providing both the means (high levels of auto-ownership and operation) and the need (work, shopping, recreational) for auto dependent travel. I fully understand that ride-on buses, pedestrian walkways, cycle paths, parking and improvements to the sidewalk between New Mark Explanade and Jefferson Street are included in the CIP program. The City of Rockville expects to facilitate access to the newly planned Rockville Ride-on Bus Service in the summer of next year (1980). Rockville is considering fringe parking in the vicinity of the Route 29 interchange, but there are no plans to do so at this time. With all the measures, hopefully there will be less reliance on single occupant automobiles. But even under the most optimistic assumptions, the Montgomery County Planning Board Staff has concluded that automobiles will remain the major mode of travel in the County.

Currently, the City of Rockville has published the "Town Center Urban Design Plan, Preliminary Draft, August 1979." This draft plan contains provisions for implementing many of the transportation improvements you mentioned, such as: improved Metro rail access via a trolley system; full "Ride-on" Bus Service by 1983; improved access to existing parking facilities; a pedestrian pathway system; and a designated bikeway system. The Draft Plan also recognizes the need for the Falls Road interchange, the Ritchie Parkway Bridge over I-270, and various traffic management improvements such as a reversible third lane on Maryland Avenue.

The widening and signalization of the exit ramp at the 28 interchange is nearly complete. The Viers Mill Road Bridge is scheduled to be advertised for construction bids in the fall of this year. However, net effect of this project on the proposed interchange will not be significant.

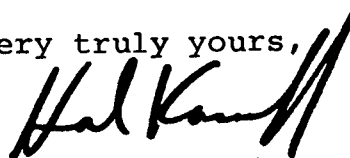
Facilitating access to Route 355 would not significantly reduce traffic on West Montgomery Avenue and our traffic projections already reflect its full utilization. The Master Plan for the City of Rockville proposes to widen and improve Seven Locks Road between Montrose Road and Falls Road to a 4-lane roadway. However, even with the proposed improved facility, the Master Plan still recognizes the need for the interchange.

The City of Rockville has no plans to install traffic signalization at the intersection of Maryland Avenue and Falls Road. If signalization is considered, the effects on the project will be evaluated.

The cost for constructing the proposed interchange is based on current available data relative to R-O-W and construction estimates. We intend to further evaluate these costs as they relate to cost versus user benefits.

If we can be of further assistance on this matter, please feel free to contact this office. You may reach Mr. DeSantis, the Project Manager at 383-7127. We will continue to work with the County and local residents to arrive at an acceptable solution.

Very truly yours,



Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:dd

cc: Mr. Larry N. Blick
Mr. William L. Shook
Mr. Eugene T. Camponeschi
Mr. T. W. Beaulieu
Mr. Frank DeSantis

cc

64

ATTACHMENT B

NEW MARK COMMONS
HOMES ASSOCIATION, INC.
P. O. BOX 206
ROCKVILLE, MARYLAND 20850

August 23, 1979

Mr. Hal Kassoff, Director
Office of Planning and Preliminary
Engineering
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Kassoff:

This is to inform you of the results of a vote taken in New Mark Commons Homes Association, Inc., Rockville, Maryland, on the proposed construction of an interchange at I-270 and Maryland Route 189, referred to as the Falls Road Interchange (State project M278-251-371, Federal Project F.A.P. No. 1-270-7(77)80). This Association has 371 residential units consisting of detached homes and townhouses located in the northeast quadrant of the proposed interchange. When polled by ballot, members of the Association voted three to one against the construction of the interchange.

In general, the New Mark Commons Homes Association, Inc., believes the proposed interchange will not improve traffic conditions in Rockville. As the plan stands now, we believe the interchange will worsen traffic in Rockville.

We are concerned that only one proposal--the Falls Road Interchange--is being considered as the solution to Rockville's traffic problems. We believe other alternatives should be considered and, therefore, recommend the State, County, and City of Rockville develop a comprehensive plan for accommodating traffic in Rockville. This plan should incorporate all types of transportation available to the people working and living in Rockville, include all types of employment practices and policies for County and City employees which will reduce traffic in Rockville and include improvements and additions to the current Rockville road, street, and traffic control systems.

Effect of Proposed Interchange on Traffic in Rockville and on I-270

The State Highway Administration (SHA) states the reasons for constructing the Falls Road interchange as: (1) the existing interchanges on I-270 at Route 28 and at Montrose Road are inadequate to

handle the increasing traffic volumes being generated by the development of the City of Rockville, and (2) the backups on I-270 during peak rush hours at the Montrose and Route 28 interchanges are unsafe. We believe the proposed interchange will not solve these problems. Our reasons are given below.

According to the proposed interchange plans, alternate 1, 2, and 3, cars will exit I-270, a six-lane highway, to Maryland Avenue and Falls Road. Cars from six lanes going into the center of Rockville must then be restricted to travel on two lanes; one lane on Falls Road and one lane on Maryland Avenue (in Traffic Movement Plan A) or two lanes on Maryland Avenue (in Traffic Movement Plan B). Maryland Avenue and Falls Road, both bordered by private residences, cannot handle the proposed traffic flow, and, as a result, cars will back up on I-270 at the interchange. Thus, instead of reducing backups on I-270, as claimed by the handout entitled "Why the Falls Road Interchange is Needed," dated March 30, 1979, the proposed interchange will create another backup on I-270 at Falls Road.

The traffic from the proposed interchange is to be routed to the center of Rockville, via Falls Road to West Montgomery Avenue at Van Buren Street and via Maryland Avenue to Jefferson Street. West Montgomery Avenue and Jefferson are the only streets accommodating traffic going into the center of Rockville from the interchange at Maryland Route 28. Thus, traffic from both interchanges lead to the same Rockville streets. A serious consequence of the proposed interchange will be a backup of cars on Maryland Avenue and Falls Road because West Montgomery Avenue and Jefferson Street will not be able to accommodate all the cars flowing into Rockville from the two interchanges. This backup of cars on Maryland Avenue and Falls Road will worsen traffic in Rockville rather than improve it, as suggested by the SHA and the City of Rockville.

Traffic Movement Plan B for the proposed interchange has Maryland Avenue going one way into the center of Rockville. This plan will worsen access to points in Rockville and the interchange for cars leaving the New Mark Commons community. Residents will have to use I-270 to reach Seven Locks Road, Montrose Road, or Falls Road, thus increasing the traffic and congestion on I-270 and the gasoline usage on a daily basis. The claim by SHA that "the interchange will improve access to residential communities" is not true for the New Mark Commons residential community, if Plan B is implemented. But even if Plan A is implemented, the consensus of opinion in our community--a neighborhood that would appear to gain excellent access to I-270--is that this access is not worth the community's deterioration as a result of the increased noise and air pollution brought by the interchange or our tax dollars for its construction.

Location of the Proposed Interchange

The interchange will be next to the Julius West Middle School. The increased traffic caused by the interchange will create an extremely hazardous situation for children, (6th through 8th grades) who must cross Maryland Avenue and Falls Road to reach the school. Falls Road will be four lanes at the school. Crossing guards now help children walk across Falls Road in the morning and afternoon, but it is highly doubtful that guards will be able to insure the safety of children crossing a four lane highway. Should crossing guards be used, their stopping of traffic in mornings and afternoons to allow children to cross these streets will further back up traffic during peak hours on I-270.

There are questions about the safety of three exits on I-270 (at Montrose Road, Falls Road, and at Route 28) within such a short distance. State officials acknowledged, at the April 25, 1979, public hearing, that these exits would be closer together than Federal safety standards recommend. The location of the Falls Road interchange, slightly less than a mile from the Route 28 interchange, will create additional congestion on I-270 from Falls Road to Route 28. Cars that usually exit at Montrose Road which are traveling to Potomac or North Rockville will exit at the Falls Road interchange. This increase of traffic traveling north of Montrose Road will lead to more backups on I-270.

The proposed interchange is to be located in a completely residential district. Almost all residential districts served by the interchange are opposed to it.

The Master Plan for Rockville, Maryland, Dated June 29, 1970

In 1970, when the Master Plan for Rockville was developed, the severe oil and gasoline shortage in this nation did not exist. At present, the Federal Government has pledged to limit the import of oil for the next five years to the 1977 level, is developing standby gasoline rationing plans if oil imports are decreased further, and is discouraging the driving of private cars by subsidizing public transportation such as metrorail and implementing paid parking for Federal Government employees. Use of State and Federal money to construct the proposed interchange definitely diverts money from supporting public transportation to supporting private transportation. The construction, therefore, contradicts Federal Government energy policies, and ignores the presence of metrorail.

Proponents and Opponents of the Interchange

The proponents of the proposed interchange are the Mayor of Rockville who believes the interchange is necessary to further build the center of Rockville's economic base, the County Government that wants the interchange for two apparent reasons: (1) for the benefit

of the 1800 County employees who will move into their new office building in the center of Rockville in the early 1980's, and (2) to bring more Federal money into the County. The other two groups who support the interchange are the homeowners who live along Route 28, including the Peerless Rockville group, who hope the interchange will alleviate traffic along Route 28, and (2) a small group of merchants who hope the interchange will bring business to Rockville Mall--"The Commons at Courthouse Square."

Opponents are virtually all the residential neighborhoods in Rockville (the taxpayers), and many merchants who do not want commuters to bypass the commercial establishments in Rockville. In addition, the Montgomery County Civic Federation which represents all the civic associations in Montgomery County is opposed to the interchange.

In summary, we have the local City and County Governments promoting bigger government, and providing better access for their civil servants, against the will of the people who live in the region and who must pay for both the interchange and the bigger government they do not want. Given the wishes of the people who live in the area, the gasoline shortage and the completion of METRO within walking distance of the center of Rockville, to build this interchange at an estimated cost of \$4-6 million would be a waste of taxpayers' money.

Comprehensive Plan to Handle Traffic in Rockville

We believe the State, County, and City of Rockville should develop a new up-to-date comprehensive plan for accommodating traffic in Rockville. The plan should contain provisions for using all types of transportation such as: metrorail, metrobus, the newly planned Rockville Ride-on Bus, fringe parking, and shuttle bus service for those people working in Rockville, van pooling, car pooling, cycling, and walking. The plan should include the use of employment practices and policies for State, County, and City employees in Rockville that will reduce traffic in Rockville. Paid parking and staggered work hours for County and City employees should be implemented.

The Plan should include improvements in the current Rockville road, street, and traffic control systems. Specific suggestions are:

1. Reduce backups on I-270 at existing interchanges at Montrose and Maryland Route 26 by:
 - a. Construct longer exit lanes at both of these interchanges. An example is the Montrose Road exit lane from I-270 going north. This exit lane is long enough that no serious backup at this exit on I-270 occurs at peak rush hours.

- b. Install traffic lights at interchange at Maryland Route 28 to improve traffic flow to West Montgomery Avenue.
2. Facilitate access to metrorail with ride-on busses, pedestrian walkways and cycle paths. Parking for cycles and temporary parking for taxis and cars should be made available. In particular, the sidewalk should be completed between New Mark Esplanade and Jefferson Street to allow residents to walk to the new metrorail station. Metrorail will reduce rush hour traffic coming to the center of Rockville. State, County, and City employees living in areas serviced by metrorail, such as Gaithersburg and Silver Spring, should be encouraged to use metrorail.
 3. Facilitate access to the newly planned Rockville Ride-On Bus Service. The attached article from the "City of Rockville Newsletter" indicates bus service will substantially reduce traffic in downtown Rockville. It also states the type of traffic in Rockville is 30% commuting and 70% other. These facts were not mentioned in the SHA study. They should be considered when the suggested comprehensive plan is developed.
 4. Provide fringe parking for workers in Rockville. Traffic entering Rockville from Maryland Route 28 west of I-270 and the interchange at Route 28 can be reduced by using fringe parking and shuttle bus service. This will reduce the number of cars on West Montgomery Avenue which use this street to travel to the center of Rockville.

Fringe parking is now available at Korvette's parking lot in Rockville. Shuttle bus service from that lot to the center of Rockville will reduce traffic coming on Route 355 into the center of Rockville.
 5. Widen Viers Mill Road Bridge. The widening of the bridge will facilitate entry and exit to the center of Rockville. This change could also reduce traffic loads into and out of Rockville.
 6. Facilitate access to Route 355. Better access to the newly widened Route 355 would reduce traffic on West Montgomery Avenue by providing another free-flowing route to those points served by Route 355.
 7. Widen and improve Seven Locks Road between Montrose Road and Falls Road. This will facilitate entry and exit to the center for Rockville for traffic using this road.

8. Install traffic light at Maryland Avenue and Falls Road. This will facilitate the traffic flow along Maryland Avenue and Falls Road.


Cost of Proposed Interchange

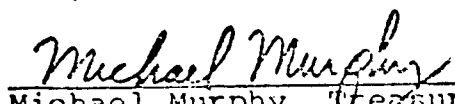
The cost for constructing the proposed interchange--optimistically estimated at \$4.994 or \$5.896 million--is extremely high, especially when no guarantee can be given that this interchange will help solve Rockville's traffic problems, and may actually add to those problems. As a community we would prefer to see our tax dollars spent to develop and implement solutions to Rockville's traffic problems.

Sincerely yours,

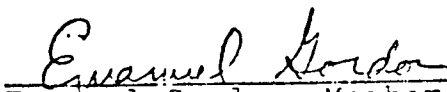
Board of Directors, New Mark
Commons Homes Association, Inc.


Norman Linton, President


Suzanne Stimler, Vice President


Michael Murphy, Treasurer


Marsha Linde, Member-at-Large


Emanuel Gordon, Member-at-Large

Attachment

cc: County Executive, Charles W. Gildchrist
Mayor of Rockville, William E. Hanna, Jr.
City Manager, Rockville, Larry N. Blick
Assistant City Manager, Rockville, Daniel G. Hobbs



MARYLAND DEPARTMENT OF NATURAL RESOURCES
WILDLIFE ADMINISTRATION

BERNARD F. HALLA
DIRECTOR

EARL H. HODIL 1980 JUL 7 AM 11 27
DEPUTY DIRECTOR

TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401
(301) 269-3195

June 30, 1980

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

Mr. John R. Rist
Century Engineering, Inc.
32 West Road
Towson, Maryland 21204

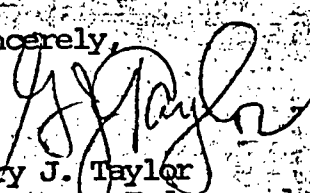
Dear Mr. Rist:

Relative to your letter of June 26, 1980 in which you describe two SHA highway projects you are consulting on, I have the following comments.

There are no known populations of threatened or endangered species within the area of project influence for the upgrading of the interchange of MD Route 189 and Interstate 270 in the Rockville Area, as described in your letter.

However, there is a bald eagle nesting territory on the west bank of the South River approximately 0.6 miles south of the Route 50/301 crossing of the South River. Upgrading (re-surfacing, etc.) of the existing road should not disrupt nesting activity by the eagles. Any re-routing of route 50/301 in that area, however, might affect nesting activities, and would require additional consultation with our offices, once specifics on the new route were defined.

Sincerely,


Gary J. Taylor
Nongame & Endangered
Species Program Manager

GJT:bw
cc: Carlo Brunori

RECEIVED

JUL 2 1980

CENTURY ENGINEERING, INC.
32 WEST ROAD



71
Thank Lee Senter

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
6TH AND WALNUT STREETS
PHILADELPHIA, PENNSYLVANIA 19106

MAR 28 1980

Mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture
Maryland State Highway Administration
2323 West Joppa Road
Brooklandville, Maryland 21022

Re: I-270/Maryland Route 189 Interchange

Dear Mr. Anderson:

We have reviewed the Air Quality Analysis for the project referenced above,
and we have no objections to the proposed project from an air quality
standpoint.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "John R. Pomponio".

for John R. Pomponio
Chief
EIS & Wetlands Review Section



ENVIRONMENTAL HEALTH ADMINISTRATION
DEPARTMENT OF HEALTH AND MENTAL HYGIENE
201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383-3245
Harry Hughes, Governor
Charles R. Buck, Jr., Sc.D. Secretary

March 17, 1980

Mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture
Joppa & Falls Roads
Brooklandville, Maryland 21022

Dear Mr. Anderson:

RE: Contract No. M 278-251-371
F.A.P. No. I-270-7(77)80
I-270/Maryland Rte. 189 Interchange

We have reviewed the Air Quality Analysis for the above subject project and have found that it is not inconsistent with the Programs' plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely yours,

William K. Bonta, Chief
Division of Program Planning & Analysis
Air Quality Programs

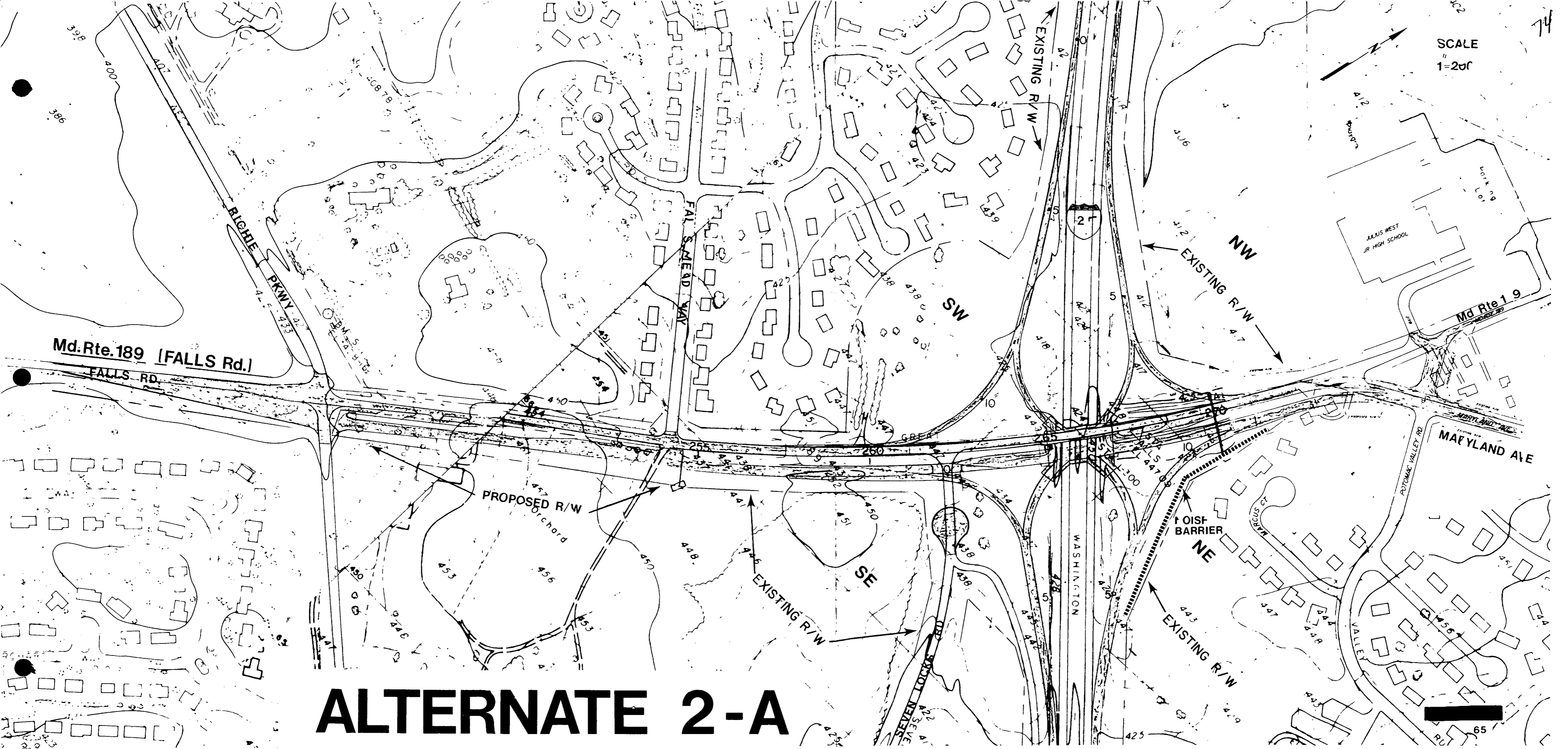
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MAR 23 1980

C. R. ANDERSON

ILLUSTRATIONS

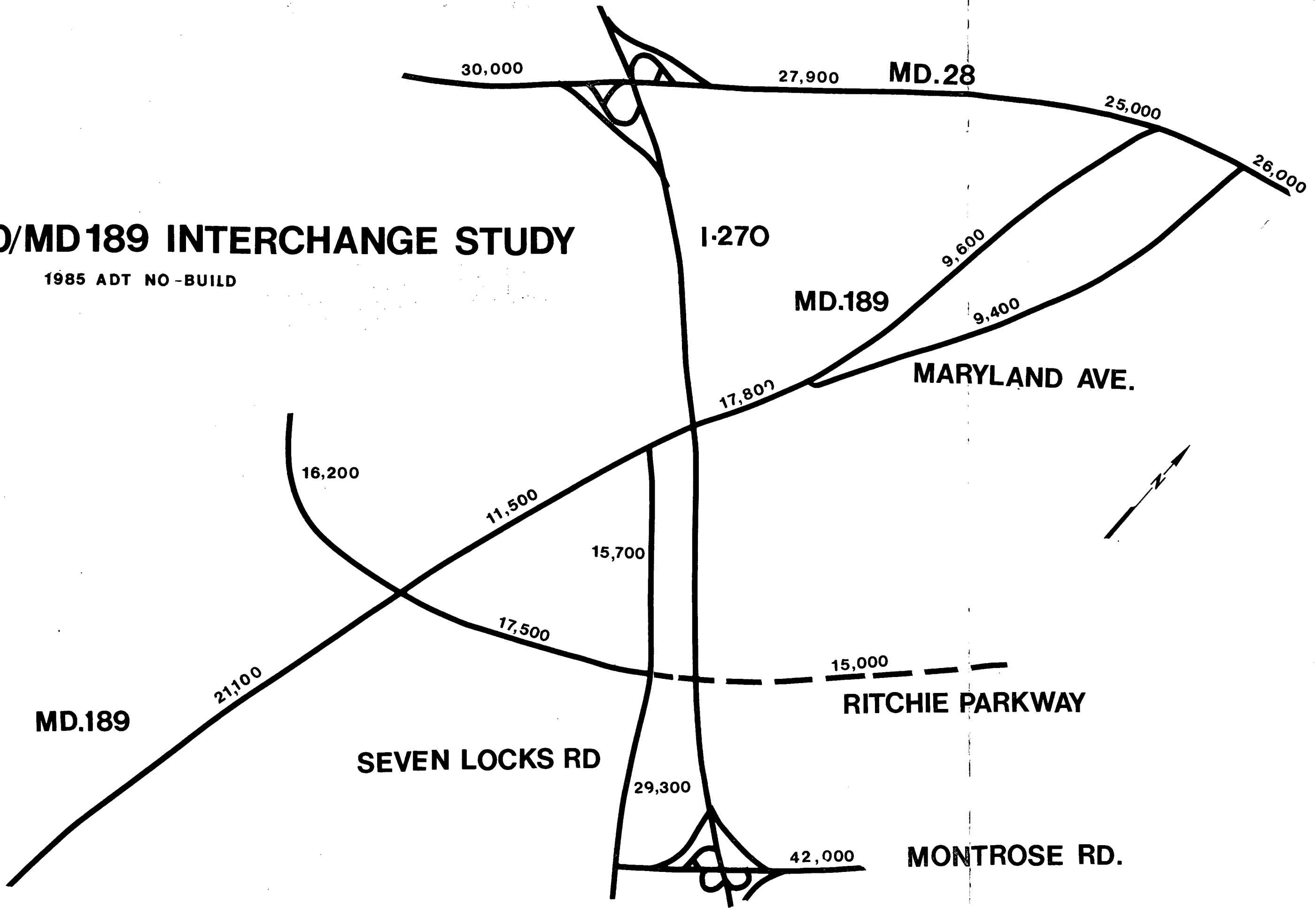


SCALE
1"=200'

ALTERNATE 2-A

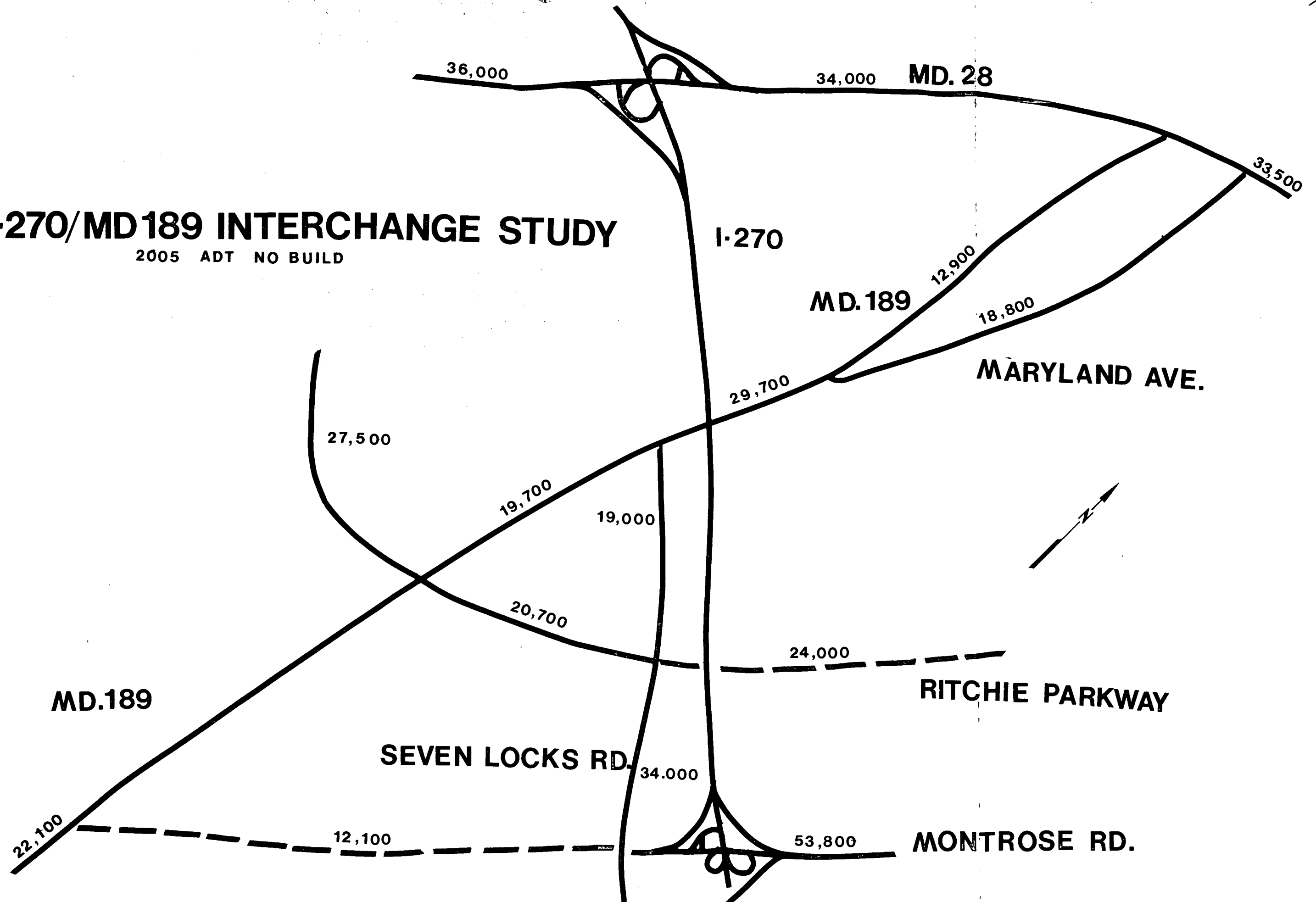
I-270/MD 189 INTERCHANGE STUDY

1985 ADT NO-BUILD



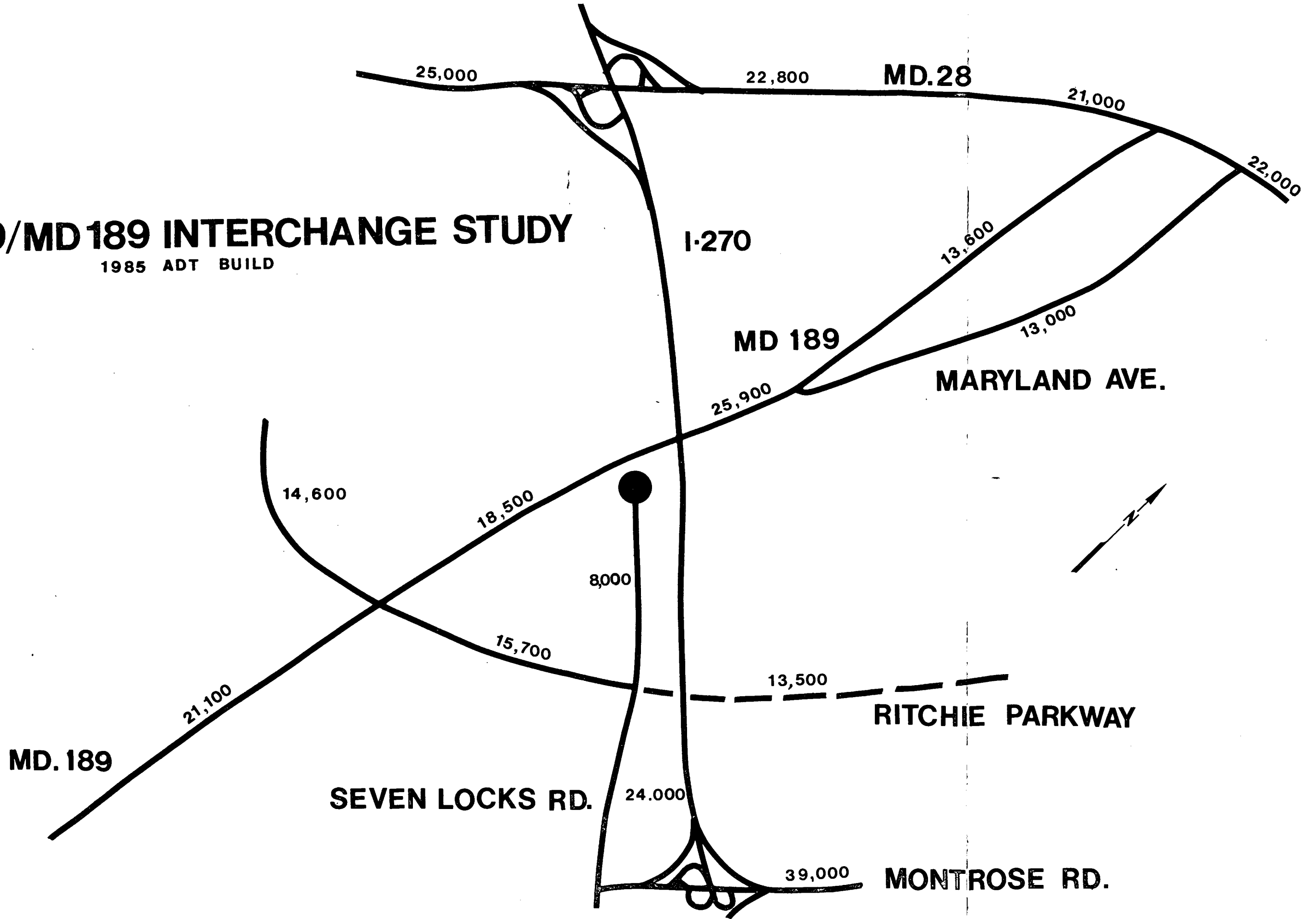
I-270/MD189 INTERCHANGE STUDY

2005 ADT NO BUILD



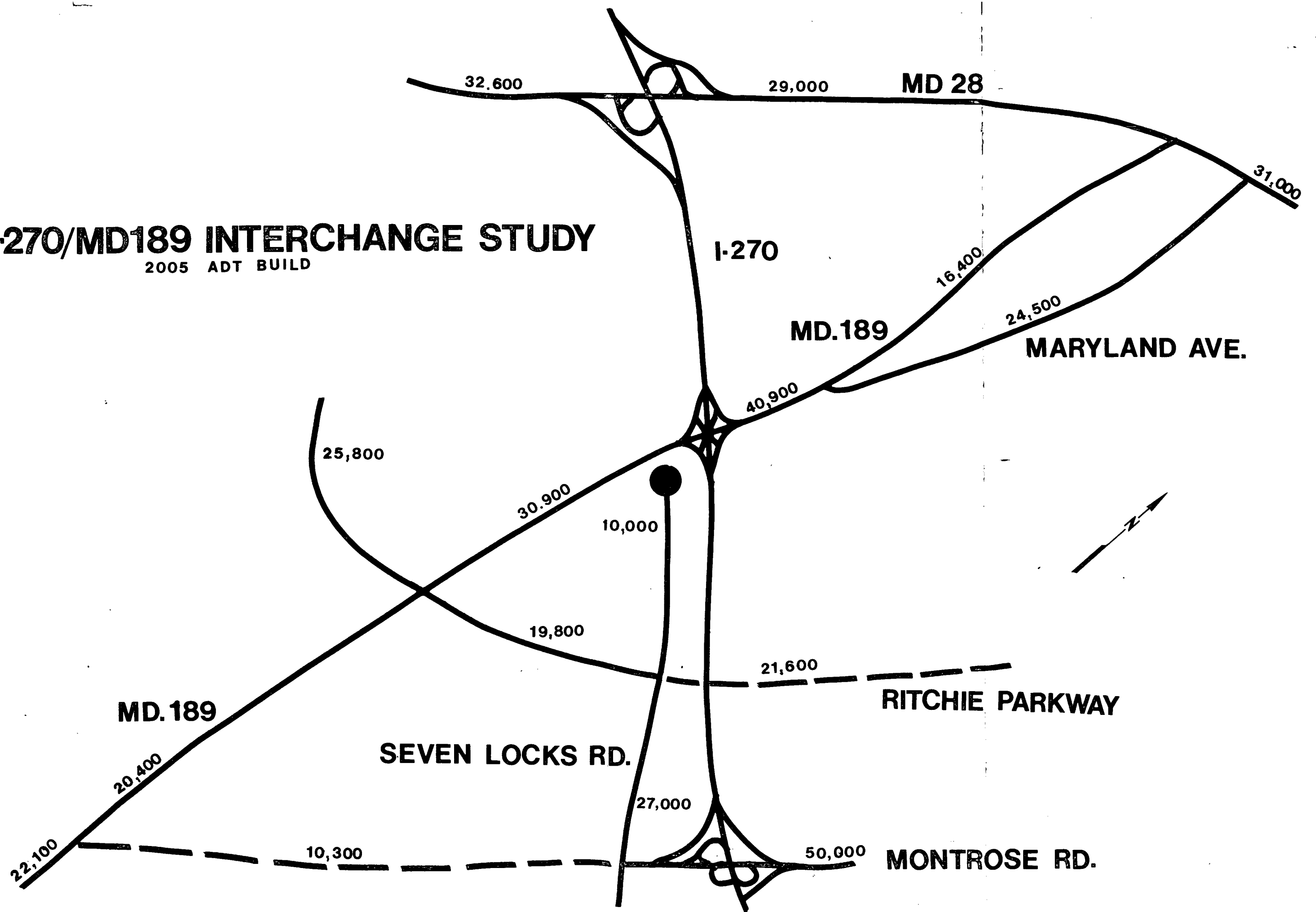
I-270/MD 189 INTERCHANGE STUDY

1985 ADT BUILD



I-270/MD189 INTERCHANGE STUDY

2005 ADT BUILD



32,600

29,000

MD 28

31,000

I-270

16,400

MD.189

24,500

MARYLAND AVE.

40,900

25,800

30,900

10,000

19,800

21,600

RITCHIE PARKWAY

MD.189

SEVEN LOCKS RD.

20,400

27,000

22,100

10,300

50,000

MONTROSE RD.